

CREWS READY FOR GREAT RACES

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harbor, although it would be of no use to tell this to any of the Myrtle members. The Myrtle freshmen have not been rowing up to their best form of late.

In the junior event, with the Puunenes as a pretty sure contestant, the race will be a battle royal, as both the Healanis and Myrtles are going to see that the visitors do not leave the island with a victory this year.

It will be one of the most exciting races of the day, and the crew that wins will have to work hard, as it will mean a drive from start to finish.

The senior six-oared barge race looks as though it will be fought out by the usual two rivals, as it is most likely that the Maui sports will not enter this event after all. The Myrtles are favored a bit in winning and as the crew is practically the same as that which won the laurels for the Red and White last year, it is figured that it will repeat the trick this year.

The Myrtles took seven out of the eight events last year, but repeating such a great performance this year is improbable, for the Healanis, with the new life stirred up among the members, have produced three strong crews. The championship honors have gone to the Red and White for the past five years, but it looks like a different story this regatta.

After working hard for the last month and a half, the crews finished up their training last evening, each crew going over its respective course. The Puunenes went over the senior course instead of the junior.

All that is asked for tomorrow is fine weather—the regatta committee will be responsible for the rest.

Much credit is due this year's regatta committee, consisting of R. Thompson, chairman; Ray B. Rietow and G. Hough, for the splendid work it has done in arranging an interesting program.

Big Crowds Out.
The crowd that will go down to the harbor tomorrow should be the largest ever, as much interest is being taken in the coming events, and whether the bouthouses can hold the large crowd is hard to say. The club colors will be seen in great numbers tomorrow, the Myrtles in red and white, Healanis in blue and white, and the Puunenes in black and yellow.

Besides the barge events, the canoe races are attracting much attention, and when the Hui Nalu crew tackles the hula bunch of the Outrigger Club there will be something doing. The Hui Nalus did wonders in the aquatic championship meet some time ago, and it looks as though they may carry off honors in the regatta.

The judges' boat will be stationed off Naval Dock No. 1, and the Kaena, with the Hawaiian band aboard will be stationed nearby.

All races are to end off the Alakea slip, and the best place for spectators to view the races, outside of the Myrtle and Healanis bouthouses, will be on the Channel wharf and at the Alakea wharf.

The first event will start promptly at 9 o'clock, and will be followed by the next event on the program ten minutes after the first race is over.

All the races will end in a line between the pier off the Naval wharf and the Quarantine wharf.

The special race will also be pulled off during the morning, and the crews will be as follows:

Federals—Sherwood, Hoff, Rawlins, Johnstone, Clark, Holbrook.
County—Murray, Lloyd, Willis, Jarrett, Widemann.

Territorial—P. Jarrett, B. Porter, Kuhio, Robertson, W. E. Wall, Tom King.

This race should be an interesting event, and it would be a wise thing to pull it off last on the program, so as to hold the crowd.

The Myrtle seniors last year went seconds, and the junior race was won over the course in 14 minutes 44.5 by the same club in 15 minutes 25.5 seconds. This time will no doubt be beaten this year.

In the barge events the Healanis and Myrtles have entered crews in the senior, junior and freshman six-oared races and in the pair-oar events. The Puunenes will compete in the junior race.

The entries for the other events are as follows:

Six-Paddle Canoe Race.
White Horse, Outrigger Club; Nian-lan, John Li; "A." Hui Nalu; Hanakooki, Tom Mahuka; Lei Ilma, Tom Mahuka; Twenty Three, Keawemaha Athletic Club; Kalei, Kamehameha Aquatic Club; Nianlan, Kamehameha Aquatic Club Juniors.

Four-Paddle Canoe Race.
White Horse, Outrigger Club; Lei Lani, John Li; "A." Hui Nalu; Lei Ilma, Tom Mahuka; Hanakooki, Tom Mahuka; Twenty Three, Keawemaha Athletic Club; Kalei, K. A. C. seniors; Nianlan, K. A. C. juniors.

Four-Paddle Modern Canoe.
Nahapuni, Keawemaha A. C.; Hapahapi, Keawemaha A. C.; Good Time, John Li; Lanakila, K. A. C. seniors; Maikai Fine, K. A. C. juniors.

Four-Paddle Canoe (Women).
Good Time, John Li; Kalaikikila, John Li; Lanakila, Kamehameha Aquatic Club.

PIONEER PLANS THREE EXTRAS

Pioneer Mill Company directors held a meeting yesterday afternoon at the offices of H. Hackfeld & Co., and the result was an announcement of a six per cent extra dividend this year, or rather three extras of two per cent each. The extras will be paid on October 1, November 1 and December 1. The extras have already been anticipated in the trading on "the street."

The extras will be paid in addition to the regular \$1.50 dividend, and Pioneer stockholders are rejoicing. It is expected that Oahu directors will be about the next to declare an extra, although those who follow the market say that the plans for the construction of the proposed big irrigation tunnel may affect the extra dividend announcement.

White Horse, Outrigger Club; Kapolei, Hui Nalu; Lei Ilma, John Mahuka; Nianlan, Kamehameha Aquatic Club amateur crew.
Sea Wren Race.
Galloping Mary, Harry Bailey; Unknown, George Cassidy; Roaring Glim, H. S. Bush.
Pearl Race.
Ivy, Max Bolte; Pearl, Alvin Silva; Elizabeth, Friday; Florence, Elmer Crozier.

Bailing Race for Canoes.
Unknown, Outrigger Club; Mahikina, John Li; Pearl Hunter, Kamehameha Aquatic Club (Pearl Harbor); Keawehikike, Hui Nalu; "A." Hui Nalu; Lei Ilma, Tom Mahuka; Nianlan, Kamehameha Aquatic Club.

For the whaleboat event only two boats have entered, and both of these entries are by Tom Mahuka.

HUNDRED MEN TO START WORK

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thousand dollars, according to the rough estimates in the possession of the road committee.

Where the remainder of the funds necessary to make Nuuanu avenue a road paved with other than mire or good intentions is to come from is a matter that has caused some members of the board to indulge in sundry guessing contests, without a satisfactory answer to the query which is always uppermost in their minds.

Chairman Sam Dwight of the road committee stated this morning that in his opinion Nuuanu improvement plans would not suffer for a lack of funds. It was his idea to hold down on road work in Honolulu and outside districts to such an extent that a saving of at least two thousand dollars a month might be effected. Dwight signified his belief that at least one thousand dollars might be appropriated each month from the general fund until such time as the street was finished.

Japanese Will Assist.
Japanese will assist in the improvement scheme, but they will not be found on the city and county payroll by any manner of means. The road department has arranged with a number of Japanese contractors who are in need of material for filling, who will stand ready to remove the necessary earth from such cuts as are designated by the engineer. The Japanese will remove the dirt at no cost to the city or county.

The announcement that dirt will actually be dug out Nuuanu way on or about next Monday morning has been received with much joy by a host of long-suffering residents.

BACK WITH NEW METHODS

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which great benefits had been gained and will in all probability try the work here.

The next method is one that is only new and although he started in to make a study of it he thought that he would wait until some further details had been worked out in connection with it. It consists of collapsing the lung by the injection of nitrogen into the cavity between the lung and the lung case. This is pumped in under pressure and the lung is collapsed, all the air being driven out of it. Growth is suspended and the tubercular bacilli having nothing to work on are powerless to do any damage. The nitrogen has to be renewed every two or three weeks as it is gradually absorbed in the body.

This sound simple enough but there are several dangers connected with it. First of all the matter of which lung the disease is in has to be settled. Then there is the danger that after the lung is all right again and the nitrogen drawn off that it may not expand owing to being down so much. Then there is the danger that the lung may not have been completely cured and that it will have to be done all over again. At the same time the doctor saw a man who had one lung treated in this way and is now as right as rain again. He has the nitrogen put in the lung all the time and states that he is quite content to leave well alone.

The third method consists of out of door exercise and an indexing of the blood at the same time. This is more for patients who have only a slight touch, however, and if the doctor can get hold of a case like that here then he may try it out.

Two Italians fought a duel in Brooklyn Saturday for the hand of a girl whom both loved, and a bullet from one of the revolvers killed Al-dina Conessa, who was trying to settle their quarrel.

MILLINERY SALE

— At —

SACHS DRY GOODS CO.

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TEXAS SERVES USE AS TARGET

BY C. S. ALBERT.

(Special Bulletin Correspondence.)

WASHINGTON, D. C., Sept. 15.—The final demolition of the old battleship Texas, rechristened the San Marcos for the purpose of becoming a target, solved a problem that has worried naval authorities ever since the heavier type of guns were installed on the big battleships. They were unable to estimate the distance at which the 14-inch guns would prove most effective. Since the Delaware destroyed the San Marcos the settled conclusion was reached that a warship can easily be sent to the bottom of the sea at a distance of from nine to ten miles.

It will hereafter be the settled maxim in the navy that actual hostilities may be opened when the attacking fleet is approximately ten miles away from the defending squadron. Naval officers explain that the percentage of hits at that distance will be small, but insist that one successful shot will destroy an ordinary enemy.

For this reason the annihilation of the expensive, but hoodooed, old battleship is regarded as of great value to the service.

Following the trying out of the Delaware's great guns the entire Atlantic fleet has spent two weeks in Tangier Sound in experimental work. Practice evolutions have been conducted at night as well as during the daytime, the intention being to accustom the men to all circumstances and weather conditions. A feature of the work has been the searching out and theoretical destruction of aeroplanes. Huge kites were sent up, anchored, and the warships were required to locate them and attempt to disable them. Much doubt has been expressed as to whether the gun used by the fleet for that purpose will prove effective in actual warfare.

NEW GUN FIRES SHELL 18,000 FEET IN THE AIR

Naval Weapon Designed to Destroy Aeroplanes in War.

WASHINGTON, August 26.—After shooting a shell 18,000 feet into the air, higher than an aeroplane has ever flown, the experiments with the new naval gun, designed to destroy the air ships of an enemy, were temporarily ended at the Indian Head proving grounds today. It was announced that both the new weapon and its carriage had proved eminently satisfactory. Fifty rounds were fired in today's tests. The maximum range of 18,000 feet was reached when the gun was elevated at an angle of 85 degrees. The shot flashed accurately for 10,000 feet. Beyond that distance it lost its original trajectory and was affected by the air currents, falling into the Potomac 1500 feet from a spot where it had been reckoned it would drop.

The idea of this one-pounder will be duplicated into a three-inch gun. Naval ordnance experts believed that such a weapon would shoot seven miles into the air. The favorable performance of the new carriage caused naval officers today jubilantly to express the belief that before long American war ships would be equipped with another battery of guns to fight her invaders in the air.

The British steamer Knight of St. George was in a precarious position according to a later cable received at San Francisco from Suva which announced that the steamer ran ashore on Tongatabu, one of the southernmost islands of the Tonga group. The vessel lies in a bad position and it is doubtful whether the cargo can be salvaged as water is flowing through her hull. There were no casualties. The tidings of the wreck were brought there by the British steamer Strathville, bound from Sydney, N. S. W., for San Francisco.

Disturbances about the plant of the Baldwin locomotive works at Philadelphia, where a strike of more than 5,000 men has been in progress for three weeks, are becoming more frequent.

TO EXPERIMENT ON KAHOO LAWE

Superintendent of Forestry Ralph S. Hosmer leaves today, and Water Resources Chief W. F. Martin and Supervisor Eben Low leave Friday next for Lahaina, where they will all meet the Governor and his party and go across to the island of Kahoolawe Saturday morning. That is, unless a wireless is received from the Governor before Friday.

The Governor and his party including Hosmer, will look into the matter of the reforestation of the island, while Martin will take over the job of planning for a record of the rainfall to be kept. Eben Low will act the good fellow generally and show them all how to shoot goats during their spare time. The island, which has just been taken over from Low, is to be made the point of a big experiment to try and establish whether or not there is any relation between growing forests and the rainfall. It is claimed, of course, that plenty of forest means plenty of rain, and this is what they will start to determine. At the same time, no results need be expected for the next thirty or forty years.

Speaking of the project this morning, Chief Martin said: "The fact of whether or not a forest has any connection with the rainfall is a very open one, although it is claimed by a great many people to be an established fact. The grounds they have for this claim, however, are simply the personal observations of various people who have lived in a certain district. These can not be depended on too much, and what we want is figures. With the present island to work on we should be able to get them, although it may be thirty or forty years before we can say anything definitely one way or another."

"Mr. Hosmer will see to the planting of the trees and I will establish four rain gauges throughout the island. One of these we plan to have read every day if it is possible, while the others will be read once a week or thereabouts. They will be the standard 24-inch gauges. By these means, as the years go on and the forest grows, we can see whether or not there is any real truth in the fact that the forest has an effect on rainfall."

"The idea of making this an experiment station is not a new one, as F. H. Newell, director of the United States Reclamation Service was down here three years ago and when he went back wrote a report on the matter, suggesting that the island would be an ideal one to carry out the experiment. W. O. Leighton, chief hydrographer of the United States Geological Survey, was also down here a couple of years ago and agreed with Mr. Newell's statements."

"Plenty of kamaelinas have told us that before there were any goats or sheep allowed on the island, and when it was covered with forest there used to be more rain. How much faith we can place on their statements I can not say, but personally, I do not take them much into account. They say that the clouds used to gather on the little peak and then some time during the afternoons a breeze would spring up and blow them over to the eastern slopes of Kahoolawe. If the reforestation of the island is going to have this effect it will also mean that the eastern slopes will be benefited as well."

IN FOREIGN PORTS.

Friday, September 15.
PORT TOWNSEND—Arrived, Sept. 15, schr. A. F. Coats from Hilo Aug. 27.

SEATTLE—Arrived Sept. 15, S. S. Arizona from San Francisco (not as before reported).

PORT SAN LUIS—Sailed, Sept. 15, S. S. Santa Rita, for Honolulu.

WIRELESS—S. S. Siberia will arrive early tomorrow morning from Yokohama and sail for San Francisco about P. M. S. S. Hyades will arrive Sunday about noon from Seattle.

George George Davis, more commonly known as Phoney Davis, was in police court this morning, charged with illicit sale of liquor without a license. Davis was arrested last night by Liquor Inspector W. P. Fennell at Kakaako. The trial will come up next week. Davis was represented by Attorney L. M. Straus.

On account of the unusually high prices for vegetables and meats Mayor Shank of Indianapolis has appointed a committee of citizens to investigate the cost to dealers and to the people.

WANTS

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30-horsepower touring auto. Will sell at a sacrifice. Telephone 2979. 5932-34

Remington typewriter No. 7, in first-class condition. P. O. Box 114, Honolulu. 5932-34

FOUND.

Necktie stolen. Owner can have same by calling at the Bulletin office, proving property and paying for advertisement. 5932-34



Not Idle Talk

As the old saying goes: "The proof of the pudding is in the eating thereof"—and thus we refer to our showing of

ALFRED BENJAMIN CLOTHES

for Fall wear. The assortment of styles, patterns, and colorings are large and well selected; the fit and workmanship are up to our usual standard. We guarantee every suit to wear and retain its color.

Let us show you what values we offer in this famous make of clothing.

The Parion

TO AID MERCHANT MARINE

Home Industry League to Ask Merchants to Patronize American Ships.

The United States merchant marine and its many needs were discussed again at yesterday's luncheon of the Home Industry League at the Palace Hotel by the chiefs of the big trans-Pacific and coastwise steamship lines, says the Chronicle.

R. P. Schwin, vice-president and general manager of the Pacific Mail

Steamship Company; W. D. Wells of the Alaska Steamship Company and others spoke and repeated their claims that one of the first moves incumbent on the members of the league if they wanted to see a rejuvenation of the American merchant marine service on the Pacific was to induce the San Francisco merchants to divide their trans-Pacific shipping among American bottoms and otherwise foster the patronage of vessels flying the American flag.

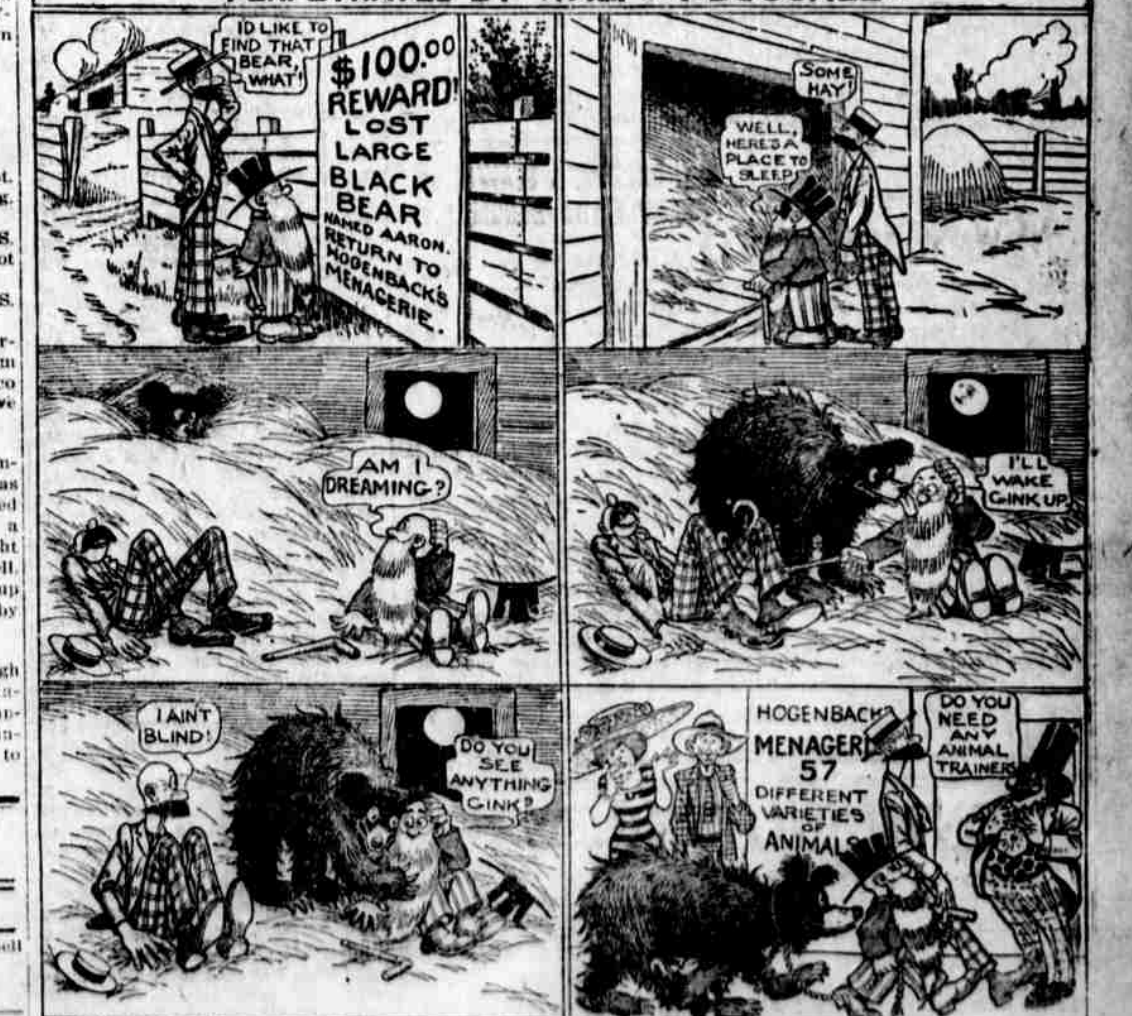
As a result of the luncheon talk it was decided to create a committee of steamship men and members of the

League to further the suggestion made by Schwin and his associates. To that end R. P. Schwin, Henry S. Chase, one of the firm of Bates & Chase, and A. E. Anderson, of the Stockton steamer line, were appointed for the committee. They will be joined by a committee of merchants, and as the project grows, it is proposed to increase the size of the committee. The latter has in view the calling of a meeting to see what they can and will do for the benefit of American ships traversing the Pacific.

Weekly Bulletin 61 per year.

THE OUTLET

PERPETRATED BY WALT McDUGALL



GINK AND BOOB AT THE DARKEST HOUR THEY HAVE A BIT OF GOOD LUCK.
HOW TO MAKE A SUMMER HOTEL AT HOME: Open the screen and let in the flies; Sit in the cellar and read papers from some other town; Keep a cheap graphophone going until midnight, imitating crying babies, dogs, cats, newsmen, bells and steam whistles; Hang fire exit sign in hall; Buy your eggs at the drug store; Remove all the easy chairs; Shave with cold water; Change your clothes three times every day and tip yourself every time you think of it; Also, think of nothing but meals and time tables.